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TIME TABLE

CHANGE OF TIME

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Will make her regular round trip from Chatham to Detroit every MONDAY and WEDNESDAY, leaving Rankin Dock South Chatham, at 7.30 a. m., and returning leaves Detroit foot of Randolph Street at 3.00 p. m. Detroit time or 4 p. m. Chatham time.
Will also make round trips from Detroit to Chatham every FRIDAY and SATURDAY, leaving Detroit, foot of Randolph Street at 8 a. m. Detroit time or 9 a. m. Chatham time, returning will leave Chatham 3 p. m. Detroit time or 4 p. m. Chatham time, arriving in Detroit about 8 p. m.
FARES—Round Trip 60c, Single Trip 30c. AGENTS—Stranger & Co., Chatham, W. H. Wherry, Windsor, John S. Spenson, Detroit. JOHN FORKE, Captain WILLIAM CORNISH, Purser.

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When the Brake Broke

By FRED OHLE

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The Flyaway coach stood at the curb in its glory of red and black. The four blacks that took the first stage were champing their bits and throwing flecks of foam on the admiring group of idlers, while Spencer Graul in smart coaching-rig stood on the hotel steps.

Graul attracted almost as much attention as the well set up coach, for there was something curious in the idea of a millionaire driving a coach in which all might ride who had the \$10 for a ticket.

Graul and Tom Montgomery had set up the coach to awaken interest in four-in-hands. The run was to a river resort thirty miles up, where lunch was covered by the price of the ticket, and back to town again.

The papers had taken up the idea, and the runs of the Flyaway were booked far ahead. Graul had glanced idly over the booking list and had found thereon only one well known name. The others were all people whom he did not know, and he wondered whether he would ask Millicent Kent to occupy the box seat with him.

She and her mother were the only passengers he knew, and Graul thought he should give her the seat of honor, though he knew that she was deathly afraid of horses and was making the trip only because it was considered the proper thing to do.

He was still arguing when a little figure in gray darted past him and accosted one of the grooms standing at the horses' heads. The groom pointed to Graul, and that gentleman knew that she had asked for the driver.

The girl came toward him, and Graul noted approvingly that she was more than ordinarily pretty.

"Please," she asked, with a trace of western accent, "I want to ride on the box with you. May I? Do say yes."

There was a witchery in the eager eyes, and as she danced back into the



"BEAT 'EM BY A CAR LENGTH" SHE CALLED JUBILANTLY.

hotel Graul was glad that Miss Kent was not to ride with him. He followed the girl into the hotel and looked over the booking list again.

"Who is that girl in gray?" he asked the clerk. That functionary smiled. "Daisy Redmond," he answered. "Her father's the big mining man. She booked a seat all alone because he hangs out down in the street. Told me she wanted to see if these eastern dudes could hold a candle to western drivers."

Graul nodded and went outside. It was time to be starting, and he motioned to the guard with the ladder. Miss Redmond flashed past him.

"Ready," she cried, and a moment later, to the intense amusement of the crowd, she had climbed over the wheels and was perched upon the box.

Through the crowded streets the pace was necessarily slow, and the girl turned to Graul. "Do you let them out when you hit the highroad?" she demanded eagerly. Graul laughed.

"I fancy you will get speed enough when we get going. This is just through downtown."

"I should hope so," she retorted. "I booked for a coach, not a hearse."

"I suppose you will write back to the papers that the eastern dudes are undertakers," he laughed. She flashed a quick glance at him.

"You've been talking to the clerk," she announced. "I am curious to see the difference."

"What do you think so far?" he asked.

"I think," she answered, "that if you ever hit the streets of an Arizona town with that yellow coat on you'd be sorry."

"Still," he defended, "we can drive on here."

"Maybe," she said ambiguously. After they reached the open country it was apparent from her glances that she was changing her opinion, and Graul wondered if the drivers she knew of could cut figure eights in the horse show ring such as had gained him a blue ribbon three years in succession.

"Think a tan coat is necessarily a hindrance to a driver?" he laughed, as they turned a narrow curve.

"You can drive some," she admitted,

ungraciously, "but these are nice, polite roads and trained horses."

"Here's a nasty bit," he said, pointing with his whip.

Just beyond lay a sharp descent, which crossed the railroad tracks at the foot of the hill. The road was rough with the erosion of the spring thaws, and Graul came to a full stop as he reached the brow.

"Hank Whittlesby would have taken it full tilt," she tossed, as she urged the precaution. Graul laughed, as the horses moved slowly forward.

He threw on the brake with care as the wheels began to grind in the gravel. He hated this bit of road when he had passengers on board. He always felt that if anything happened it would be right here.

And his fears were verified, for scarcely had they gone ten feet when with a report like that of a gun, the brake rod broke, and the terrible horses sprang into their collars.

This prevented him from turning then into the side of the road and stopping them. He would have to do the best he could now.

The girl gave a startled cry, and for an instant he wondered why she should scream, when a gray clad arm extended across his vision, now guided upon the road ahead.

The railroad tracks crossed the road just at the foot of the hill, and a fast freight had just come into sight around a curve. Graul knew that if he did not cross the track before the train reached the crossing he would smash into it and probably kill every one on board.

Instead of trying to check the horses he gave them their heads and used the whip, urging them to greater speed.

The light coach bounced and tossed over the heavy rut, while the terrified passengers on the rear seats clung to the arms and added to the confusion with their screams. Only Daisy, her feet braced against the dashboard, was quiet.

With a bang they struck the foot of the hill. There was a sharp rattle as they crossed the tracks, and Daisy swung around in her seat.

"Beat 'em by a car length!" she called jubilantly. "Hank couldn't have done better than that himself."

"Then you are ready to admit that we eastern dudes can drive?" He smiled at her as the horses slowed to a walk in the heavy sand.

"Admit it!" she echoed. "You're a wonder, and any time you want to come out west I'll recommend you to the stage company."

"I think," said Graul, "that when I get out west it will not be in search of a job, but in quest of some one to sit on the box seat with me."

Daisy looked at him keenly. He was not flirting, she felt with a thrill. He meant it.

"If you drive all around as straight as you do on the box," she said soberly, "I'll give you a recommendation for that."

The fact that they are to be married next month argues that he is an all around good driver.

As the East Indian Sees It.

A native of India who lost a large amount of money through the insolvency of an English merchant explained the English insolvency laws as follows: "In Burma the white man who wants to become insolvent goes into business and gets lots of goods and does not pay for them. He then gets all the money he can together—say, 30,000 rupees (a rupee is 33 cents)—and puts all of it except 100 rupees away where no one can find it. With the 100 rupees he goes to a judge of the court and tells him he wants to become bankrupt. The judge then calls all the men to whom the white man owes money, and says, 'This man is insolvent, but he wishes to give you all that he has got, so he has asked me to divide this 100 rupees among you all.' The judge thereupon gives the lawyers 50 rupees and the remaining 50 rupees to the other men. Then the insolvent goes home to England."

Writing With Milk.

In the course of a trial in France a letter was read from a man named Turpin, a chemist, under sentence of five years' imprisonment as a spy, giving directions to a friend, with view to establishing a secret correspondence with him while in prison. This led to an official inquiry on the subject by the French authorities, and some strange revelations were obtained, from some of the convicts.

It appears that when information has to be conveyed to a prisoner a formal letter, containing apparently nothing but a few trivial facts of a personal nature, is forwarded to the prison. This is read by the governor, who stamps it and allows it to be handed to the man to whom it is addressed. The latter is aware, however, that there is another letter to be read within the lines, this being written in milk and being easily decipherable on being rubbed over with a dirty finger.—Chambers' Journal.

The First Wills.

Wills were at first oral, as were also gifts of land, and were only morally binding on the survivors. Origin and other fathers of the early church credited Noah with having made a will, and in the fourth century the bishop of Brescia declared all those heretical who denied Noah's division of the world to his three sons by will. The oldest known wills are those of Egypt. Both oral and written wills not infrequently contained imprecations on those who should neglect them. The earliest written will in existence is that of Sennacherib, which was found in the royal library of Konyunjik. There is a great sameness about our own royal wills. They mainly relate to beds, bedding, clothes, personal ornaments, gold and silver cups and payments for masses, and are generally as prosaic as one could contrive.

OPERATIONS AVOIDED

Two. Grateful Letters from Women Who Avoided Serious Operations.—Many Women Suffering from Like Conditions Will Be Interested.



When a physician tells a woman, suffering from ovarian or womb trouble, that an operation is necessary it, of course, frightens her.

The very thought of the operating table and the knife strikes terror to her heart. As one woman expressed it, when told by her physician that she must undergo an operation, she felt that her death knell had sounded.

Our hospitals are full of women who are there for ovarian or womb operations.

It is quite true that these troubles may reach a stage where an operation is the only resource, but such cases are much rarer than is generally supposed, because a great many women have been cured by Lydia E. Pinkham's Vegetable Compound after the doctors had said an operation must be performed. In fact, up to the point where the knife must be used to secure instant relief, this medicine is certain to help.

The strongest and most grateful statements possible to make come from women who, by taking Lydia E. Pinkham's Vegetable Compound, have escaped serious operations.

Mrs. Robert Glenn of 434 Marie St., Ottawa, Ont., writes:

Dear Mrs. Pinkham—
Lydia E. Pinkham's Vegetable Compound is so well and widely known that it does not need my recommendation, but I am pleased to add to the many which you have in its favor. I have suffered untold agonies from ovarian troubles for nearly three years, and the doctors told me that I must undergo an operation, but as I was unwilling to do this, I tried your Vegetable Compound, and Ask Mrs. Pinkham's Advice—A Woman Best Understands a Woman's Ills.

For thirty years Lydia E. Pinkham's Vegetable Compound has been curing the worst forms of female complaints, all ovarian troubles, inflammation, ulceration, falling and displacement of the womb, leucorrhoea, irregularities, indigestion and nervous prostration. Any woman who could read the many grateful letters on file in Mrs. Pinkham's office would be convinced of the efficiency of her advice and Lydia E. Pinkham's Vegetable Compound.

Ovarian and womb troubles are steadily on the increase among women—and before submitting to an operation every woman should try Lydia E. Pinkham's Vegetable Compound, and write Mrs. Pinkham at Lynn, Mass. for advice.

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Via Chicago, Milwaukee & St. Paul Railway.

On a number of days this summer low round trip rates to California points are offered via the Chicago, Milwaukee & St. Paul Railway. Liberal return limits and stop-over privileges. Two through trains every day from Union Station, Chicago, via Chicago, Milwaukee & St. Paul and Union Pacific line. The Overland Limited leaves at 6.05 p. m. and makes the run to San Francisco in less than three days. The California Express, at 10.25 p. m., carries through tourist as well as standard sleeping cars, and the berth rate for tourist sleeper is only 3¢. Complete information regarding rates, routes and train service sent on request. Colorado-California Book Book sent for six cents postage. Folders free.

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Canadian Passenger Agent,
8 King Street East,
Toronto, Canada.

SETTLERS' LOW RATES WEST.
The Chicago and North Western Ry. will sell low one way second class settlers' tickets daily, from Sept. 15th to Oct. 31st, 1905, to points in Utah, Montana, Nevada, Idaho, Oregon, Washington, California and British Columbia. Rate from Toronto to Vancouver, Victoria, New Westminster, B. C., Seattle, Wash., or Portland, Ore., \$42.25; to San Francisco or Los Angeles, Cal., \$44.00. Correspondingly low rates from all points in Canada. Choice of routes. Best of service. For full particulars write to B. H. Bennett, General Agent, 2 East King St., Toronto, Ont. td

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